Welcome
Public Information and Scoping Meeting

Merritt Parkway / Rte. 7 Interchange &
Merritt Parkway / Main Ave. Interchange
Project 102-269 - City of Norwalk - February 25, 2009

Connecticut Department of Transportation
Tonight’s Presenters

• Richard Armstrong
  CTDOT, Principal Engineer

• Terri - Ann Hahn
  Principal, LADA P.C., Land Planners
Tonight’s Meeting

- Background
- Stakeholders’ Involvement
- Alternate 21C
- Next Steps
- Renderings
- Comments/Questions
Background

May 29, 2008 Meeting - Presented Alternates
Stakeholder Involvement

Stakeholder committee established
Stakeholder Involvement

Prioritization of issues and concerns
Stakeholder Involvement

Thorough review of Purpose and Need
Stakeholder Involvement

Review of each previous design alternate
Stakeholder Involvement

Development and evaluation of new design alternates
Stakeholder Involvement

New Alternate 21C
Merritt Parkway Southbound to:

Main Avenue
Merritt Parkway Southbound to:

Route 7 Northbound
Merritt Parkway Southbound to:
Route 7 Southbound
Merritt Parkway Northbound to:

Route 7 Southbound
Merritt Parkway Northbound to:

Route 7 Northbound
Merritt Parkway Northbound to:

Main Avenue
Route 7 Southbound to:

Parkway Southbound
Route 7 Southbound to:

Parkway Northbound
Route 7 Northbound to:

Parkway Southbound
Route 7 Northbound to:
Parkway Northbound
Main Avenue to:

Parkway Southbound
Alternate 21C

Four additional beneficial connections
Main Avenue to:

Route 7 Southbound
Route 7 Northbound to:

Main Avenue

ROUTE 7 SB

POWER LINES

ROUTE 7 NB

MNC RAILROAD
NORWALK RIVER
FUTURE BUILDING
GLOVER AVENUE
CREeping HEMLOCK DRIVE
WEST ROCKS ROAD
BIKE TRAIL

ROUTE 15 SB

ROUTE 15 NB

MAIN AVENUE

PERRY AVENUE
Alternate 21C

FUTURE BUILDING

GLOVER AVENUE

CREEPING HEMLOCK DRIVE

ROUTE 15 NB

WEST ROCKS ROAD
Alternate 21C

FUTURE BUILDING
GLOVER AVENUE
CREEPING HEMLOCK DRIVE
ROUTE 15 NB
WEST ROCKS ROAD
Alternate 21C

ROUTE 15 AND RAMPS BRIDGE OVER MAIN AVENUE

(Looking North)
Alternate 21C

(Looking North)
Stakeholder Involvement

Comparison of Primary Alternates

- Alternate 12A
- Cloverleaf
- New Alternate 21C
Alternate 21C vs. Alternate 12A
Alternate 21C vs. Cloverleaf D2
<table>
<thead>
<tr>
<th>Issue Rank</th>
<th>Issue From Survey</th>
<th>Alternate #12A</th>
<th>Alternate Cloverleaf W/D2</th>
<th>Alternate #21C</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Improve Safety and Reduce Accidents</td>
<td>++</td>
<td>+</td>
<td>+++</td>
</tr>
<tr>
<td>2</td>
<td>Impact to Neighborhood</td>
<td>Some</td>
<td>Most</td>
<td>Least</td>
</tr>
<tr>
<td>3</td>
<td>Impact to Wetlands</td>
<td>Most</td>
<td>Least</td>
<td>Least</td>
</tr>
<tr>
<td>4</td>
<td>Tree Clearing</td>
<td>Some</td>
<td>Most</td>
<td>Least</td>
</tr>
<tr>
<td>5</td>
<td>Impact to Historic Character/Aesthetic Integrity of Parkway</td>
<td>Most</td>
<td>Least</td>
<td>Some</td>
</tr>
<tr>
<td>5a</td>
<td>Number of Historic Structures Impacted</td>
<td>4</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>Noise Impact to Neighborhood</td>
<td>Some</td>
<td>Most</td>
<td>Least</td>
</tr>
<tr>
<td>7</td>
<td>Impact to Historic character of Silvermine Area</td>
<td>Some</td>
<td>Most</td>
<td>Least</td>
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<tr>
<td>8</td>
<td>Ability to Maintain Natural Barriers Between Highways and Neighborhoods/Landscaping</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td>9</td>
<td>Impact to Home Values</td>
<td>?</td>
<td>?</td>
<td>?</td>
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<tr>
<td>10</td>
<td>Introduce Weave on Parkway</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>11</td>
<td>Advance Project to Construction</td>
<td>++</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>12</td>
<td>Reduce Congestion</td>
<td>++</td>
<td>+</td>
<td>+++</td>
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<tr>
<td>13</td>
<td>Ability to Construct Glover Ave &amp; Creeping Hemlock First</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>14</td>
<td>Reduce Project Scope</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>15</td>
<td>Flooding/Drainage Concerns Due to Less Trees</td>
<td>Some</td>
<td>Most</td>
<td>Least</td>
</tr>
<tr>
<td>16</td>
<td>Ability to Accommodate Bicycles/Pedestrians</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>17</td>
<td>Widening of Glover Ave</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>18</td>
<td>Keep Location of Ramps in the Commercial/Industrial area of Main Ave.</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td>19</td>
<td>Impact to the Norwalk River</td>
<td>Most</td>
<td>Least</td>
<td>Some</td>
</tr>
<tr>
<td>20</td>
<td>Ability to Include Aesthetic Treatment To New Structures</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>
### Comparison of Primary Alternates

<table>
<thead>
<tr>
<th>ALTERNATE</th>
<th>Cost Escalated to 2012 ($million)</th>
<th>Wetland Impacts (acres)**</th>
<th>Historic Bridges Affected</th>
<th>Indirect Parkway Impacts (visual)</th>
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</thead>
<tbody>
<tr>
<td>Alternate 12-A</td>
<td>$133 to $153</td>
<td>0.90</td>
<td>4</td>
<td>Most</td>
</tr>
<tr>
<td>Modified Cloverleaf w/ D2</td>
<td>$93 to $107</td>
<td>0.60</td>
<td>4</td>
<td>Least</td>
</tr>
<tr>
<td>Alternate 21C</td>
<td>$136 to $156</td>
<td>0.58</td>
<td>3</td>
<td>Some</td>
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</tbody>
</table>

*Original Cost~$137 to 157 million (2012 Dollars)*

**Wetlands Flagged Fall 2008
Stakeholder Involvement

Consensus reached that Alternate 21C is preferred
**Alternate 21C Advantages**

- Provides All Required New Movements
- Provides 4 Additional Beneficial Movements
- Minimizes Neighborhood Impacts
- Minimizes Wetland Impacts
Alternate 21C Advantages

- No main line weaves
- One less historic bridge impact
- Lowers new ramps near Main Ave.
Next Steps

• Begin environmental document phase

• Advance design/engineering

• Further work with stakeholders on issues such as landscaping, multi-use trails, lighting, aesthetics, visual and noise screenings
Photo Renderings
EXISTING CONDITION VIEW S3

VIEW S3
RECONSTRUCTION OF ROUTE 7 & ROUTE 15 INTERCHANGE
ALTERNATE 21C EXISTING VIEW
STATE PROJED N 102-269
Norwalk, Connecticut
February 23, 2019
Not To Scale
Comments / Questions
Written Comments should be sent to:

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